

# **BookletChart<sup>TM</sup>**

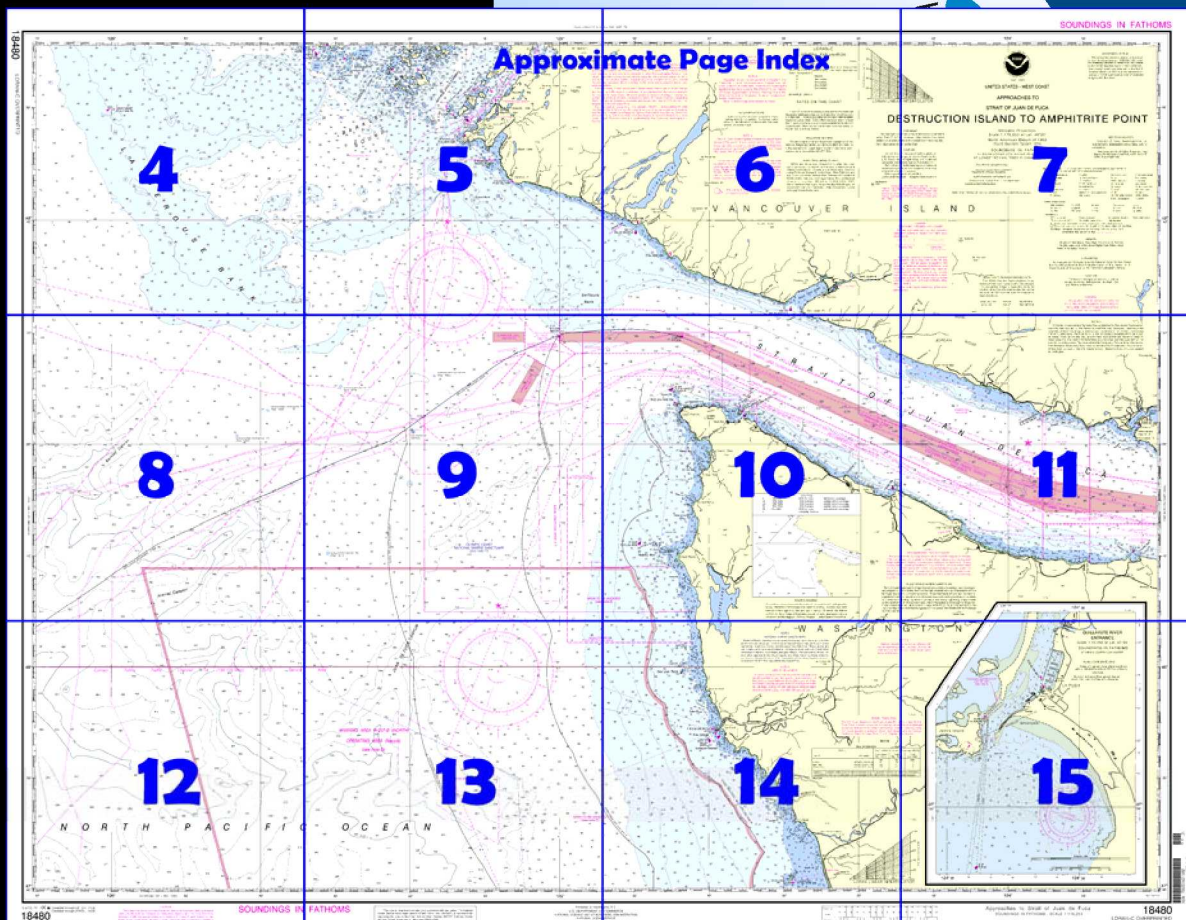
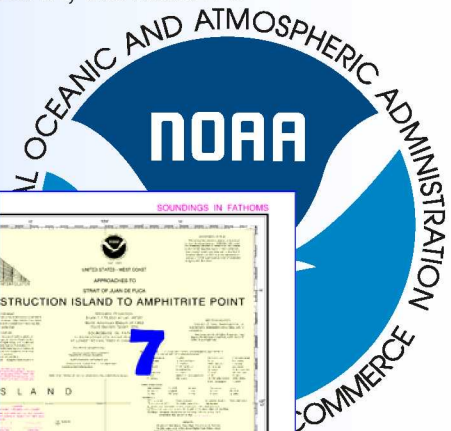
## ***Destruction Island to Amphitrite Point***

(NOAA Chart 18480)



A reduced scale NOAA nautical chart for small boaters. When possible, use the full size NOAA chart for navigation.

- ✓ Complete, reduced scale nautical chart
- ✓ Print at home for free
- ✓ Convenient size
- ✓ Up to date with all Notices to Mariners
- ✓ United States Coast Pilot excerpts
- ✓ Compiled by NOAA, the nation's chartmaker.



**Home Edition (not for sale)**



### What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

### What is a BookletChart™?

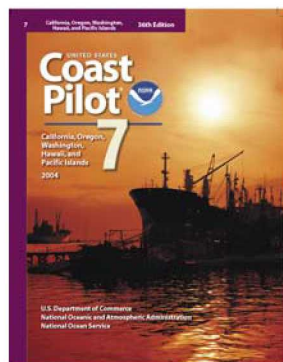
This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

### Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.



### **[Coast Pilot 7, Chapter 11 & 12 excerpts]**

(158) **Destruction Island**, 90 feet high, is 20 miles NNW of Cape Elizabeth and 3 miles offshore.

(164) **Hoh Head**, 200 feet high, is a bright yellow cliff covered with a dense forest.

(168) **Toleak Point**, 4.7 miles NW of Hoh Head, is a narrow point terminating in a small knob with an abrupt seaward face.

(171) **Quillayute Needle**, 81-foot high pinnacle, 1.3 miles WNW of Teahwhit

Head, is the outermost of many rocks, visible or covered, that are within a mile of the shore.

(174) **La Push**, an Indian village on the E bank and about 0.4 mile above the entrance of **Quillayute River**, is an important sport fishing center.

(190) **Cake Rock**, 116 feet high, is 2 miles NW of James Island and 1.5 miles offshore.

(192) **Sea Lion Rock**, 78 feet high, 2.6 miles NW of Cape Johnson, is large, brown, covered with guano, and irregular in outline.

(196) **Cape Alava**, the westernmost point of the State of Washington, is 13 miles S of Cape Flattery.

(206) **Makah Bay** is a shallow bight included between Portage Head and Waatch Point.

(209) **Cape Flattery**, a bold, rocky head with cliffs 120 feet high, rises to nearly 1,500 feet about 2 miles back from the beach. From S it looks like an island because of the low land in the valley of Waatch River.

(216) **Swiftsure Bank**, about 3.5 miles in extent, is off the mouth of the Strait of Juan de Fuca, NW of the submarine valley making into the strait. The bank has a least depth of 18 fathoms.

(220) **Carmanah Point** is on the Vancouver Island shore, 13 miles N of Tatoosh Island. A light, 175 feet above the water, is shown from a white octagonal concrete tower on the point; a fog signal and radiobeacon are at the light.

(221) **Clo-oose**, an abandoned village, is 4 miles NW of Carmanah Point in the small cove at the mouth of the Cheewhat River, E of the entrance to Nitinat Lake.

(223) **Tsusiat Lake** is 8.5 miles NW of Carmanah Light. At the seaward end of the lake is a conspicuous waterfall which is visible far off even in hazy weather, and may help fix a vessel's position as it is the only waterfall on this part of the coast.

(224) **Pachena Point**, 25 miles NW of Cape Flattery, is marked by a light; a fog signal is at the light.

(225) **Seabird Rocks** are off the entrance to Pachena Bay, 3 miles NW of Pachena Point. The largest is about 48 feet high, bare, and of small extent; it is marked by a light. There is no safe passage between Seabird Rocks and the shores NE, and the rocks should not be approached closer than 1.5 miles.

(226) **Cape Beale** is a bold rocky point, 120 feet high. A reef with rocks above and below water extends about 0.8 mile SW from it.

**Cape Beale Light** (48°47.2'N., 125°12.8'W.), 167 feet above the water, is shown from a white slatted daymark on a red square skeleton tower near the W extremity of the cape; a fog signal is at the light.

(227) **Barkley Sound**, an extensive arm of the sea 35 miles NW of Cape Flattery, lies between Cape Beale and Amphitrite Point.

(228) In the W part of the sound are innumerable rocks and islands with navigable channels between them. Entrance should not be attempted without local knowledge or a pilot.

**Imperial Eagle Channel** is the easiest of access.

(87) **Bonilla Point**, the N entrance point at the W end of the strait, is about 1.8 miles ESE from Carmanah Light. Bonilla Point is marked by a light.

(89) **Port San Juan** offers the first anchorage on the N shore within the entrance to the Strait of Juan de Fuca.

(90) The entrance between **Owen Point** and **San Juan Point**, 1.7 miles wide and 3.5 miles long, is 13 miles NE of Cape Flattery Light. It is marked by a lighted whistle buoy. San Juan Point is marked by a light.

(94) **Port Renfrew** is a settlement on the SE side of Port San Juan, about 2 miles NE of San Juan Point.

(95) From Port San Juan the coast trends SE for 23.5 miles to Sheringham Point. This stretch of coast presents no prominent features.

(98) **Sheringham Point** is marked by a light.

(127) On the S side of the Strait of Juan de Fuca the coast trends E for 4 miles from Cape Flattery to **Koiti lah Point**, the W point of Neah Bay.

(128) **Neah Bay**, about 5 miles E of Cape Flattery, is used extensively by small vessels as a harbor of refuge in foul weather. Its proximity to Cape Flattery and ease of access at any time make the anchorage very useful. It is protected from all but E weather.

(139) **Seal Rock** and **Sail Rock**, about 2 miles E of Neah Bay and about 600 yards offshore, are very prominent.

(140) The wreck of the steamer **ANDALUCIA**, once partially visible but now completely covered, is just off Seal and Sail Rocks.

Table of Selected Chart Notes

**NOTE J**  
**SCIENTIFIC MOORINGS**  
Acoustic sensors, consisting of a concrete anchor and tethered instrument package floating above the anchor, are positioned approximately 0.5 miles apart along the line. Instruments in water less than 82 fathoms deep are within 3 fathoms of the seabed. Instruments in water more than 82 fathoms deep are approximately 82 fathoms below the surface.

Corrected through NM Oct. 21/06  
Corrected through LNM Oct. 10/06

**PLANE COORDINATE GRID**  
Corps of Engineers local plane coordinate grid is indicated by ticks at 2000 foot intervals.

**RADAR REFLECTORS**  
Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.


**NOTE B**  
For Canadian Firing Practice and Exercise Areas, see Canadian Notice to Mariners No. 35 of each year. Lighted and unlighted buoys are randomly located within these areas. These buoys are not charted.

**WARNING**  
The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

**CAUTION**  
Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

**AIDS TO NAVIGATION**  
Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.  
See Canadian List of Lights, Buoys and Fog Signals for information not included in the U. S. Coast Guard Light List.

**CAUTION**  
Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117. Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.  
Station positions are shown thus:  
○ (Accurate location)    ◐ (Approximate location)

**CAUTION**  
**SUBMARINE PIPELINES AND CABLES**  
Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:  
  
Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling.  
Covered wells may be marked by lighted or unlighted buoys.

**NOTE D**  
Mariners should use caution as military craft may be operating within the area. For further information consult the U.S. Coast Guard Local Notice to Mariners.

**COLREGS, 80.1385 (see note A)**  
International Regulations for Preventing Collisions at Sea, 1972. The limits area of this chart falls seaward of the COLREGS Demarcation Line except Quillayute River Entrance (COLREGS, 80.1380).

**SUPPLEMENTAL INFORMATION**  
Consult U.S. Coast Pilot 7 for important supplemental information.

**HORIZONTAL DATUM**  
The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.736" southward and 4.819" westward to agree with this chart.

**NOTE E**  
**AREA TO BE AVOIDED**  
In order to reduce the risk of a marine casualty and resulting pollution and damage to the environment of the Olympic Coast National Marine Sanctuary, all ships and barges carrying cargoes of oil or hazardous materials, and all ships 1,600 gross tons and above solely in transit should avoid the area. See IMO SN circular 220.

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No copyright is claimed by the United States Government under Title 17 U.S.C. However, other nations may claim intellectual property rights on the compilation of data depicting the foreign waters shown on this chart.

**NOTE F**  
A Cooperative Vessel Traffic Service (CVTS) has been established by the United States and Canada within the adjoining water in the Juan de Fuca Region. The appropriate Vessel Traffic Center (VTC) (Tofino Traffic, Seattle Traffic, Victoria Traffic) administers the rules issued by both nations; however, it will enforce only its own set of rules within its jurisdiction.


**HEIGHTS**  
Heights in feet above Mean High Water in U.S. Territory. Heights expressed in feet above Higher High Water, Larger Tides, in Canadian Territory.

**NOTE A**  
Navigation regulations are published in Chapter 2, U.S. Coast Pilot 7. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 13th Coast Guard District in Seattle, Washington or at the Office of the District Engineer, Corps of Engineers in Seattle, Washington.  
Refer to charted regulation section numbers.

**PRINT-ON-DEMAND CHARTS**  
NOAA and its partner, OceanGrafix, offer this chart updated weekly by NOAA for Notices to Mariners and critical corrections. Charts are printed when ordered using Print-on-Demand technology. New Editions are available 5-8 weeks before their release as traditional NOAA charts. Ask your chart agent about Print-on-Demand charts or contact NOAA at 1-800-584-4683, http://NauticalCharts.gov, help@NauticalCharts.gov, or OceanGrafix at 1-877-56CHART, http://OceanGrafix.com, or help@OceanGrafix.com.

**NOTE G**  
The U.S. Coast Guard operates a mandatory Vessel Traffic Service (VTS) system in U.S. waters covered by this chart. Vessel operating procedures and designated radiotelephone frequencies are published in 33 CFR 161, the U.S. Coast Pilot, and/or the VTS User's Manual.

**POLLUTION REPORTS**  
Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

COLREGS: International Regulations for Preventing Collisions at Sea, 1972.  
Demarcation lines are shown thus: 

**LORAN-C**  
**GENERAL EXPLANATION**  
LORAN-C FREQUENCY.....100KHz  
PULSE REPETITION INTERVAL.....59.900 Microseconds  
STATION TYPE DESIGNATORS: (Not individual station letter designators).  
M ..... Master  
W ..... Secondary  
X ..... Secondary  
Y ..... Secondary  
Z ..... Secondary  
EXAMPLE: 5990-X

**RATES ON THIS CHART**  
Loran-C correction tables published by the National Geospatial-Intelligence Agency or others should not be used with this chart. The lines of position shown have been adjusted based on survey data. Every effort has been made to meet the ¼ nautical mile accuracy criteria established by the U.S. Coast Guard. Mariners are cautioned not to rely solely on the lattices in inshore waters.

Additional information can be obtained at [nauticalcharts.noaa.gov](http://nauticalcharts.noaa.gov).

**SOURCE DIAGRAM**  
The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

**AUTHORITIES**  
Hydrography and topography by the National Ocean Service, Coast Survey with additional data from the Corps of Engineers, U. S. Coast Guard, and surveys by the Canadian Hydrographic Service.

**NOTE I**  
**RECOMMENDED TWO-WAY ROUTE**  
The recommended two-way route south of the traffic separation scheme (TSS) formalizes traffic patterns where slower vessels such as tug and barge traffic and fishing vessels pass starboard to starboard. Slower moving traffic transiting eastbound should follow the route established south of the TSS and north of the recommended two-way route line depicted on the chart. Slower moving traffic transiting westbound should follow the route established south of the recommended two-way route line.

**NOTE H**  
**NATIONAL MARINE SANCTUARIES**  
National Marine Sanctuaries are protected areas, administered by NOAA which contain abundant and diverse natural resources such as marine mammals, seabirds, fishes, and tidepool invertebrates. These areas are particularly sensitive to environmental damage such as spills of oil and other hazardous materials, discharges, and groundings. Exercise particular caution and follow applicable Sanctuary regulations when transiting these areas to avoid environmental impacts. A full description of Sanctuary regulations may be found in 15 CFR Part 922 and in the Coast Pilot.  
Gunderson, MI

**Mercator Projection**  
Scale 1:176,253 at Lat. 48°20'  
North American Datum of 1983  
(World Geodetic System 1984)  
**SOUNDINGS IN FATHOMS**  
AT MEAN LOWER LOW WATER IN U.S. TERRITORY  
AT LOWEST NORMAL TIDES IN CANADIAN TERRITORY

**NOTE X**  
Within the 12-nautical mile Territorial Sea, established by Presidential Proclamation, some Federal laws apply. The Three Nautical Mile Line, previously identified as the outer limit of the territorial sea, is retained as it continues to depict the jurisdictional limit of the other laws. The 9-nautical mile Natural Resource Boundary off the Gulf coast of Florida, Texas, and Puerto Rico, and the Three Nautical Mile Line elsewhere remain in most cases the inner limit of Federal fisheries jurisdiction and the outer limit of the jurisdiction of the states. The 24-nautical mile Contiguous Zone and the 200-nautical mile Exclusive Economic Zone were established by Presidential Proclamation. Unless fixed by treaty or the U.S. Supreme Court, these maritime limits are subject to modification.  
Emp

**PUGET SOUND HARBOR SAFETY PLAN**  
The US Coast Guard and the Puget Sound Harbor Safety Committee have developed and adopted a Harbor Safety Plan that formally established a set of Standards of Care for Puget Sound and surrounding waters. These Standards of Care are intended to supplement existing regulations by documenting good marine practices for a variety of operations including tug escorts, pilotage, anchoring, lightering, and provides additional information on required charts, Aids to Navigation and Emergency Response. If your vessel does not already have a copy of the Puget Sound Harbor Safety Plan, log on to <http://www.marineexchange.org> or contact the Seattle Marine Exchange at (206) 443-3830.  
3174

**NOTE C**  
**TRAFFIC SEPARATION SCHEME**  
One-way traffic lanes overprinted on this chart are RECOMMENDED for use by all vessels traveling between the points involved. They have been designated to aid in the prevention of collisions in the Strait of Juan De Fuca waters, but are not intended in any way to supersede or alter the applicable Rules of the Road. Separation zones are intended to separate inbound and outbound traffic and to be free of ship traffic. Separation Zones should not be used except for crossing purposes. When crossing traffic lanes and separation zones, use extreme caution.  
Precautionary Areas have been established where major lanes merge and cross the traffic separation scheme. It is recommended that vessels proceed with caution in these areas. Wherever practical, vessels entering or leaving the system should do so at these precautionary areas. For more information regarding Traffic Separation Scheme procedures and regulations, see 33 CFR 167 and / or chapter 2 of the US Coast Pilot.  
For information governing the VESSEL TRAFFIC MANAGEMENT AND INFORMATION SYSTEM for the coastal waters of southern British Columbia, see National Imagery and Mapping Agency Publication 154, Sailing Directions (enroute) for British Columbia, and the Sailing Directions British Columbia Coast (South Portion) Volume 1, published by the Canadian Hydrographic Service.

**CAUTION**  
This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at [nauticalcharts.noaa.gov](http://nauticalcharts.noaa.gov).

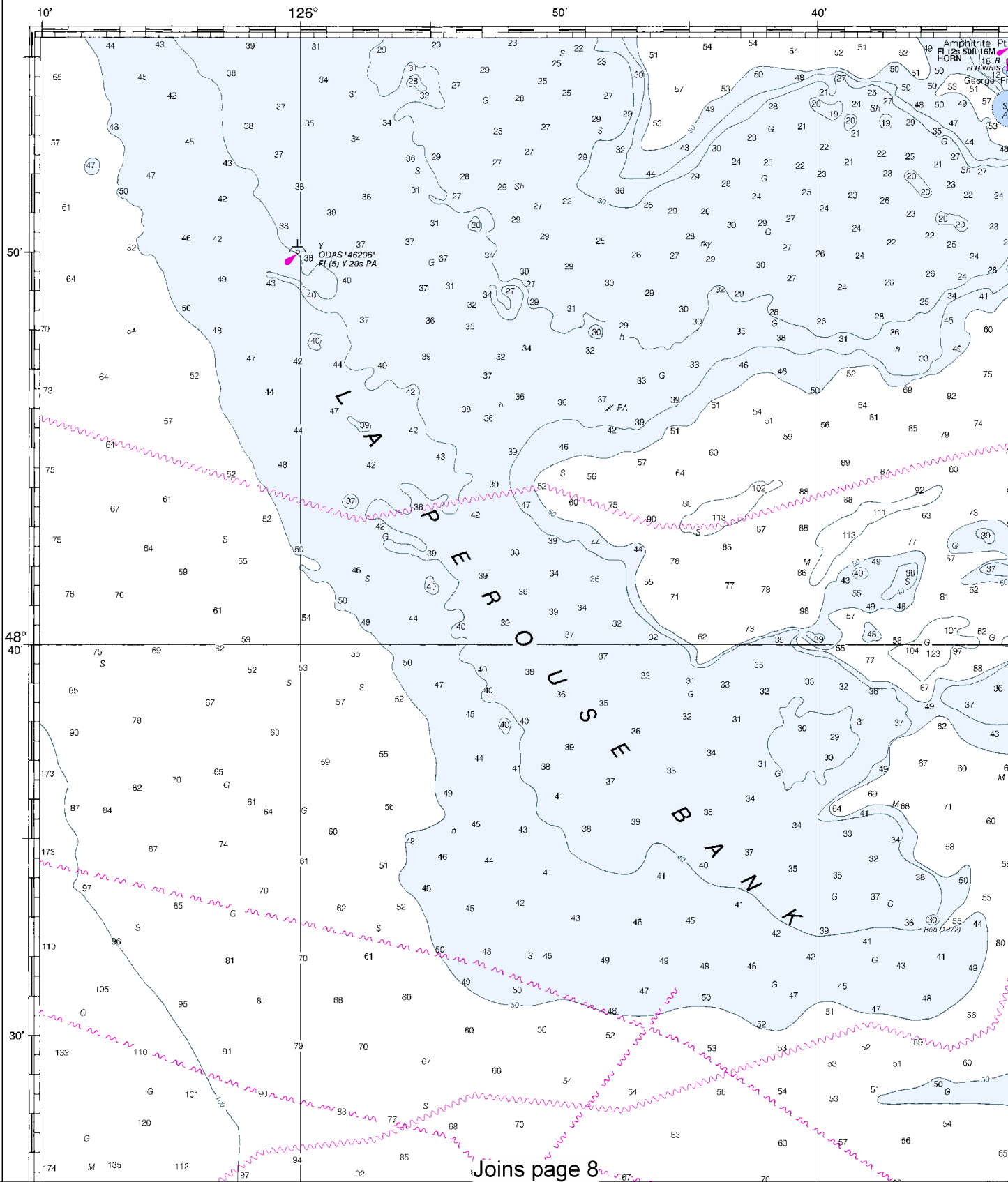
This nautical chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments for improving this chart to the Chief, Marine Chart Division (N/CS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.

| TIDAL INFORMATION |                    |  |                 |                |
|-------------------|--------------------|--|-----------------|----------------|
| PLACE             |                    | Height referred to datum of soundings (MLLW) |                 |                |
| NAME              | (LAT/LONG)         | Mean Higher High Water                       | Mean High Water | Mean Low Water |
|                   |                    | feet   | feet            | feet           |
| La Push           | (47°55'N/124°38'W) | 8.1  | 7.5             | 1.3            |
| Neah Bay          | (48°22'N/124°37'W) | 8.0  | 7.1             | 1.6            |
| Ciallam Bay       | (48°16'N/124°18'W) | 7.5  | 6.7             | 1.8            |

Dashes (---) located in datum columns indicate unavailable datum values for a tide station. Real-time water levels, tide predictions, and tidal current predictions are available on the Internet from <http://tidesandcurrents.noaa.gov>. (Sep 2006)

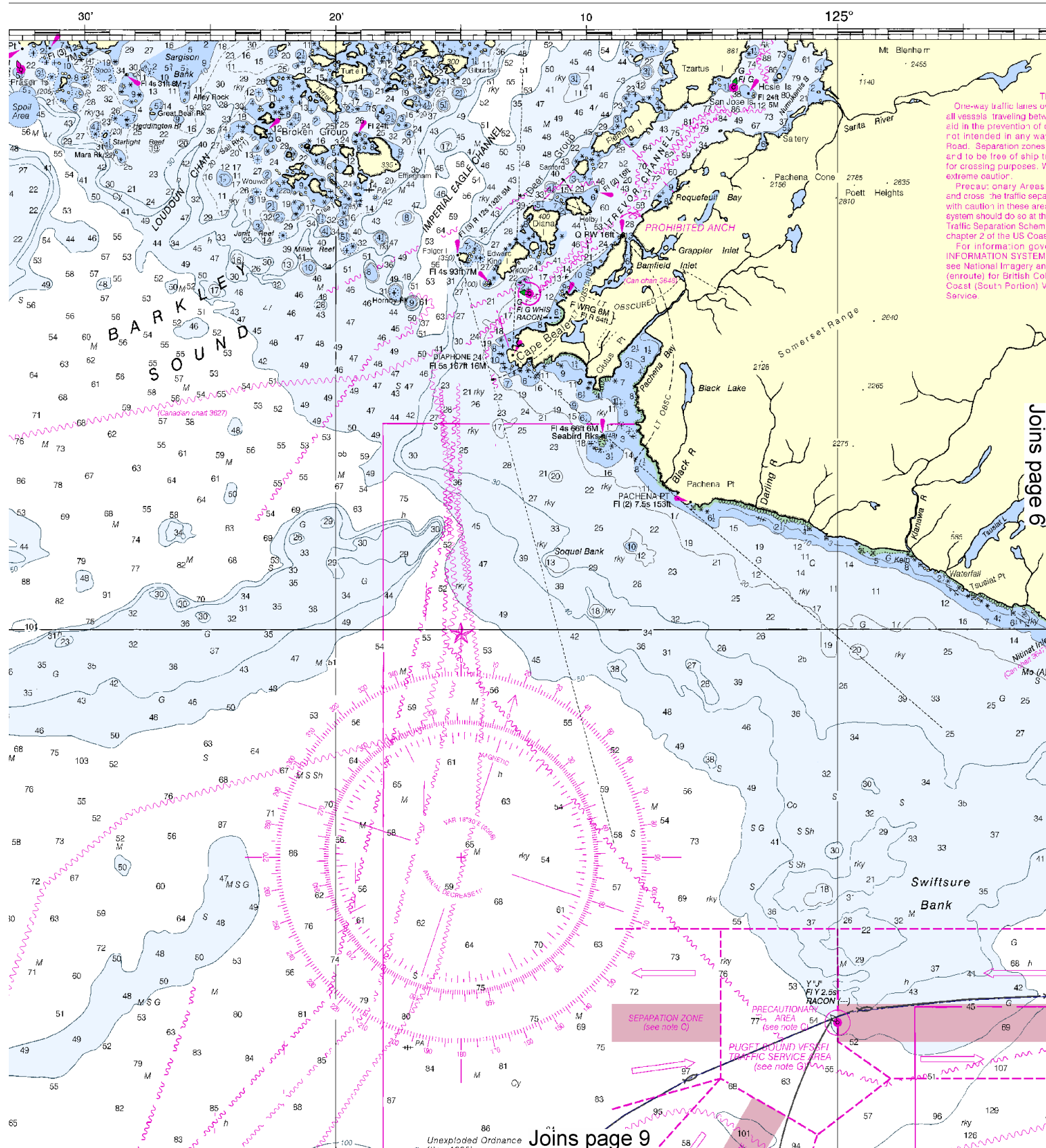
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LORAN-C OVERPRINTED



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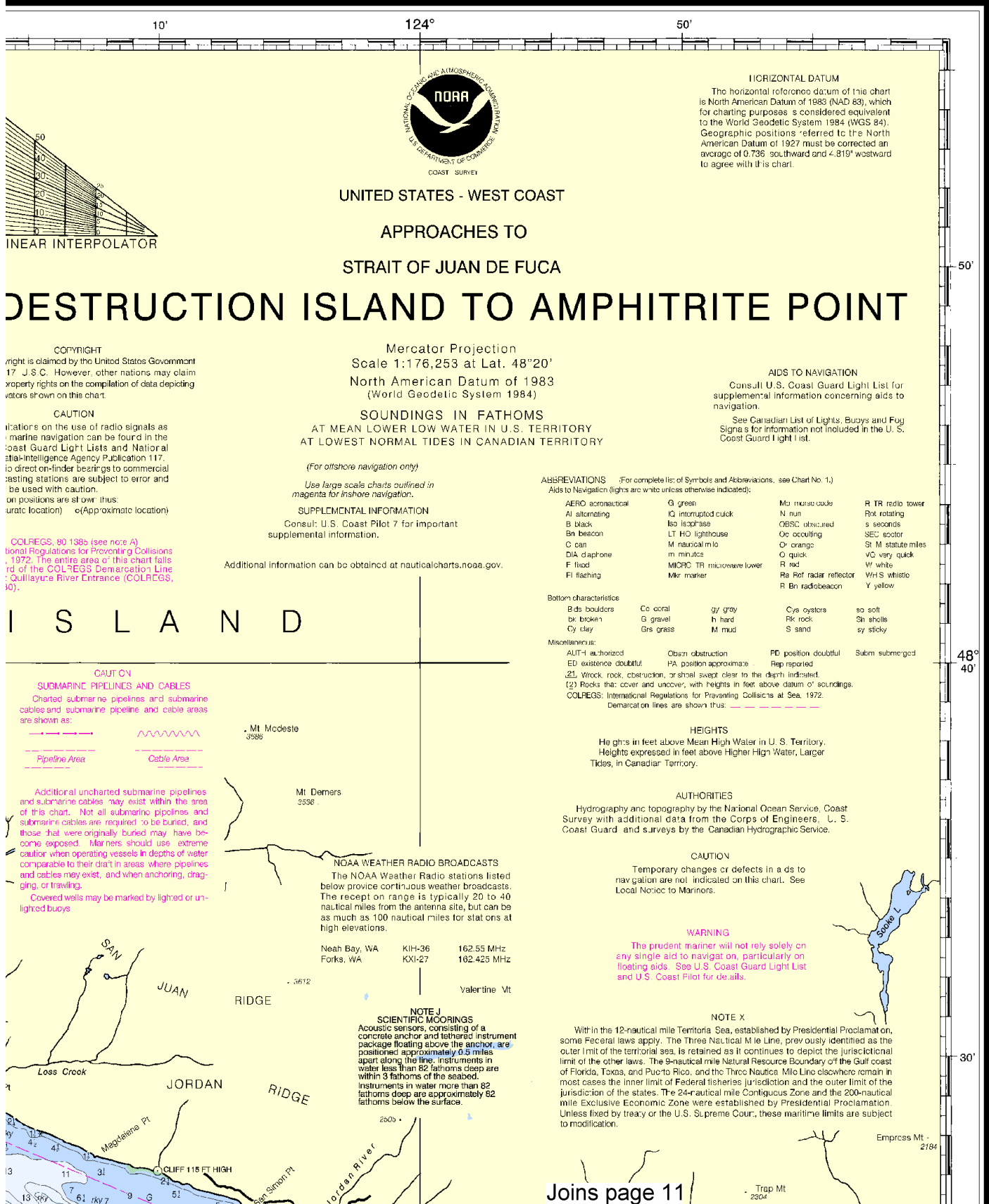




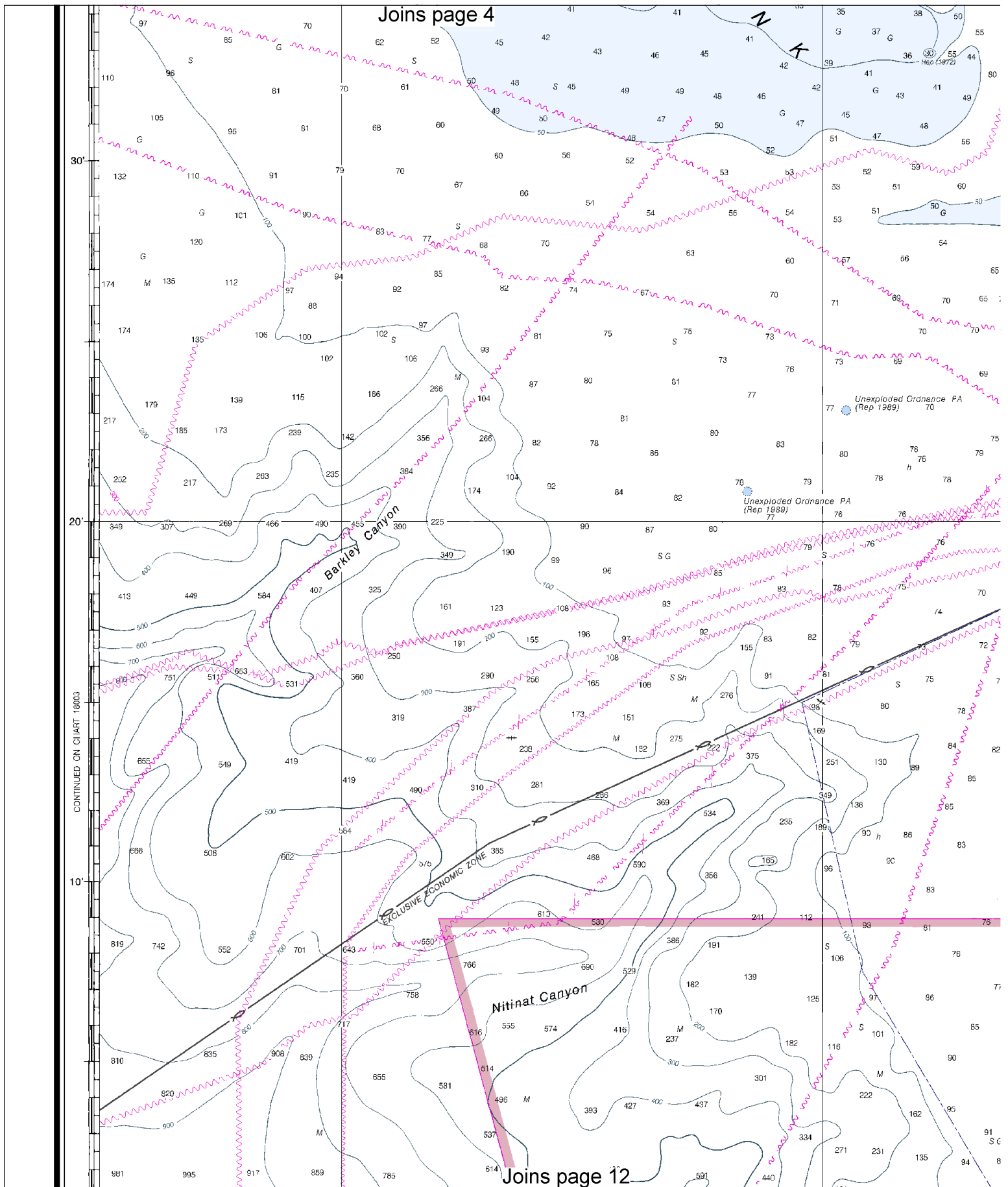
This BookletChart was reduced to 70% of the original chart scale.  
 The new scale is 1:251790. Barscales have also been reduced and  
 are accurate when used to measure distances in this BookletChart.



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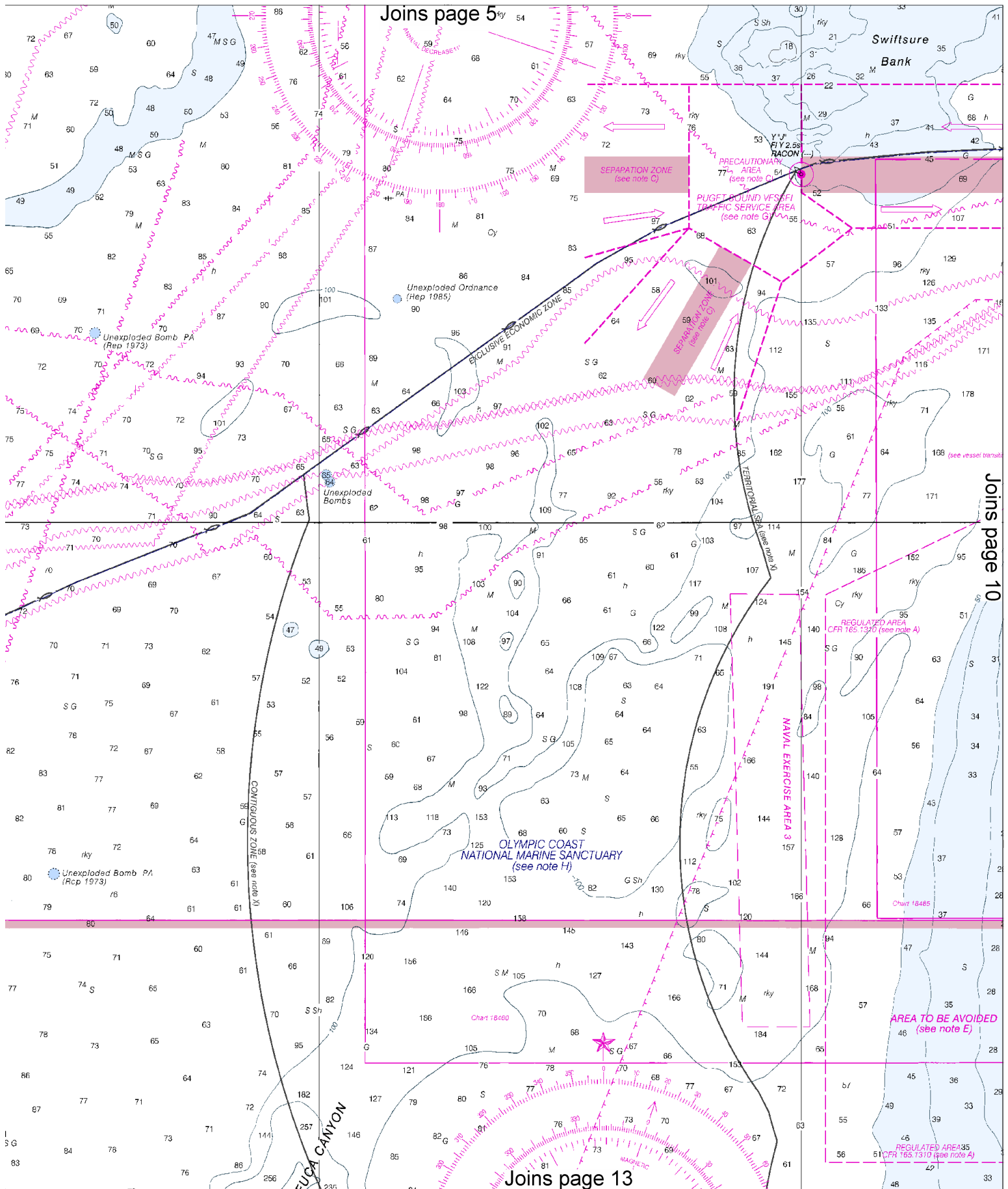


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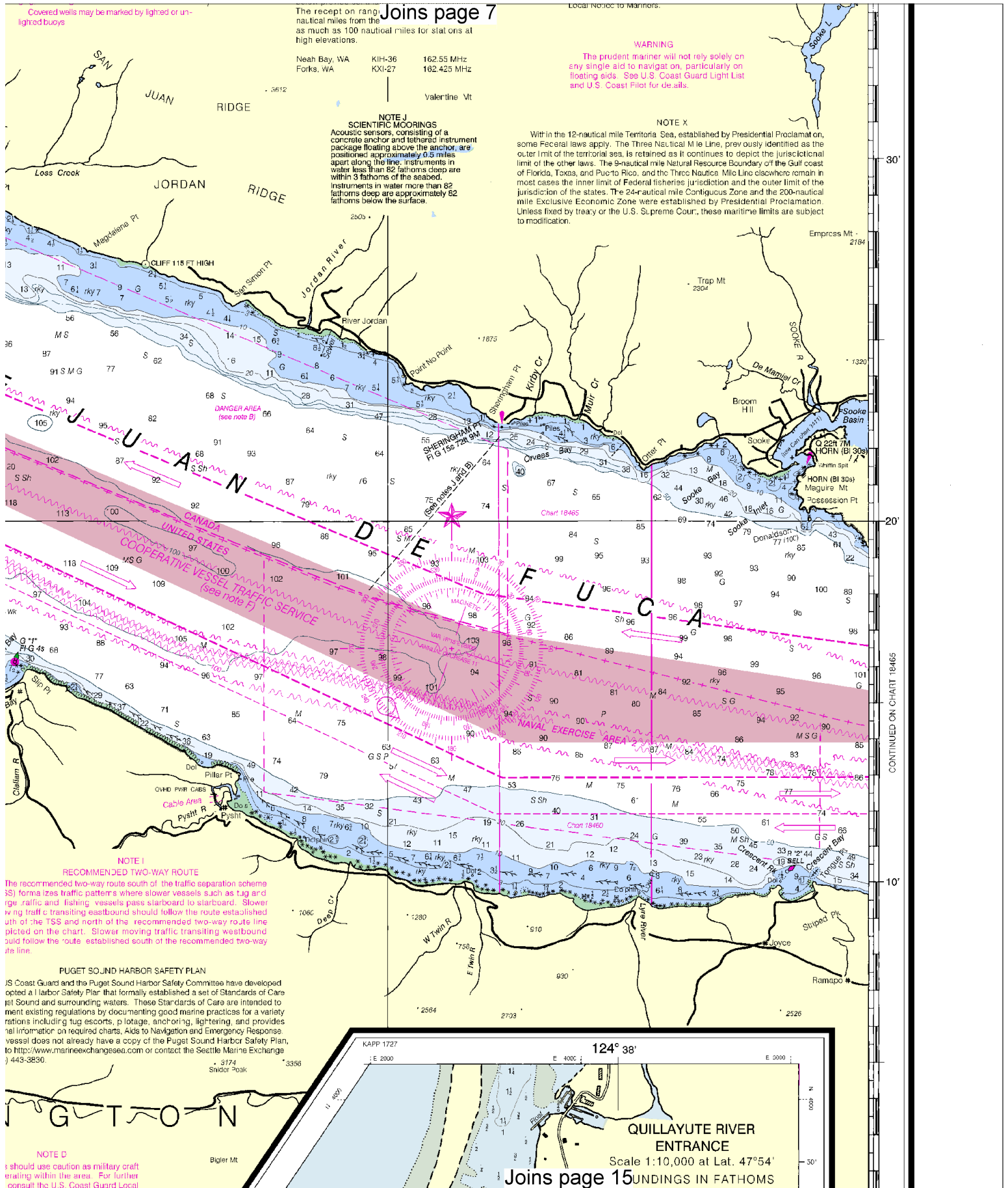


Joins page 5

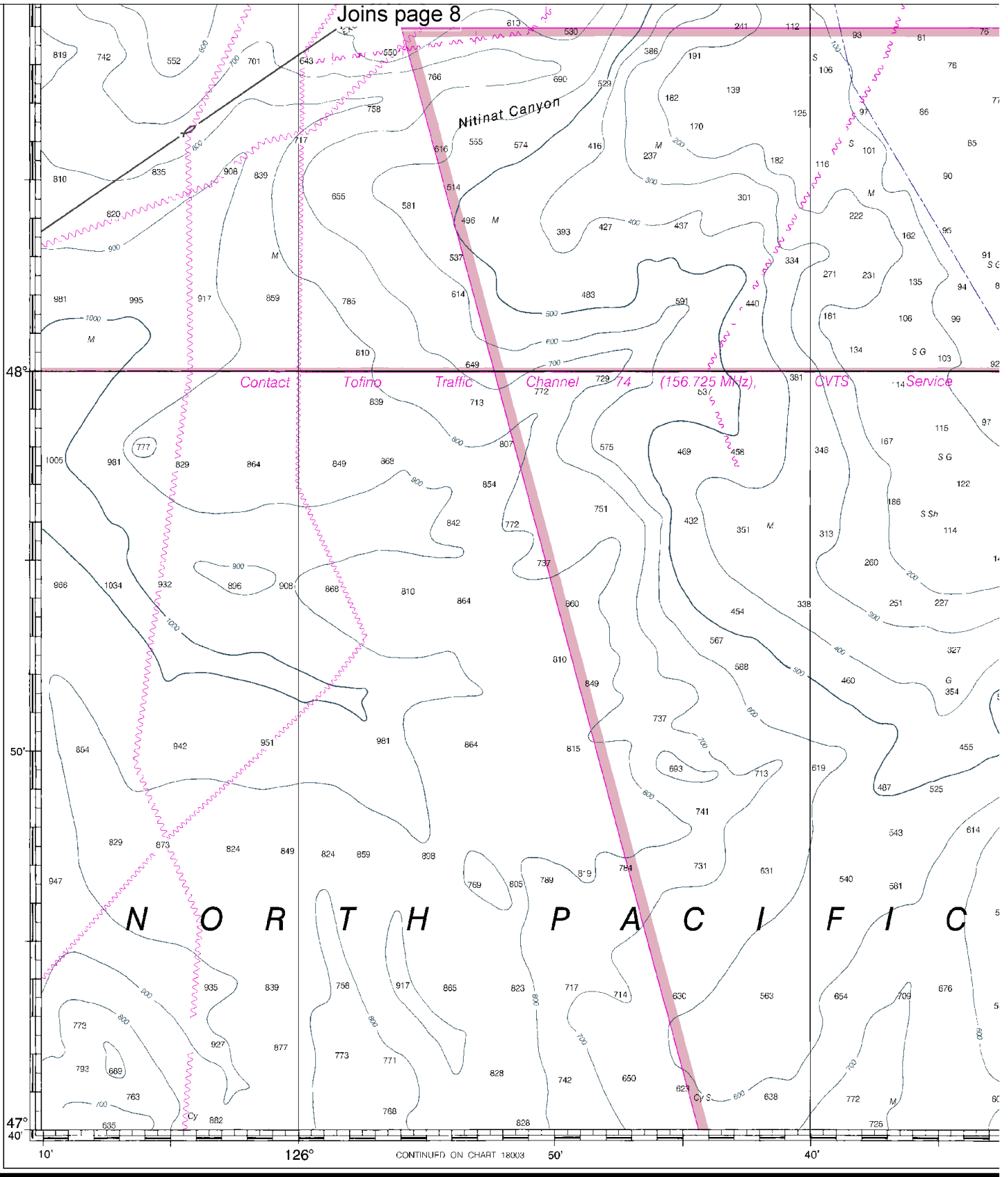
Joins page 10

Joins page 13





Joins page 8



31st Ed., Oct./06 ■ Corrected through NM Oct 21/06  
Corrected through LNM Oct 19/06

18480

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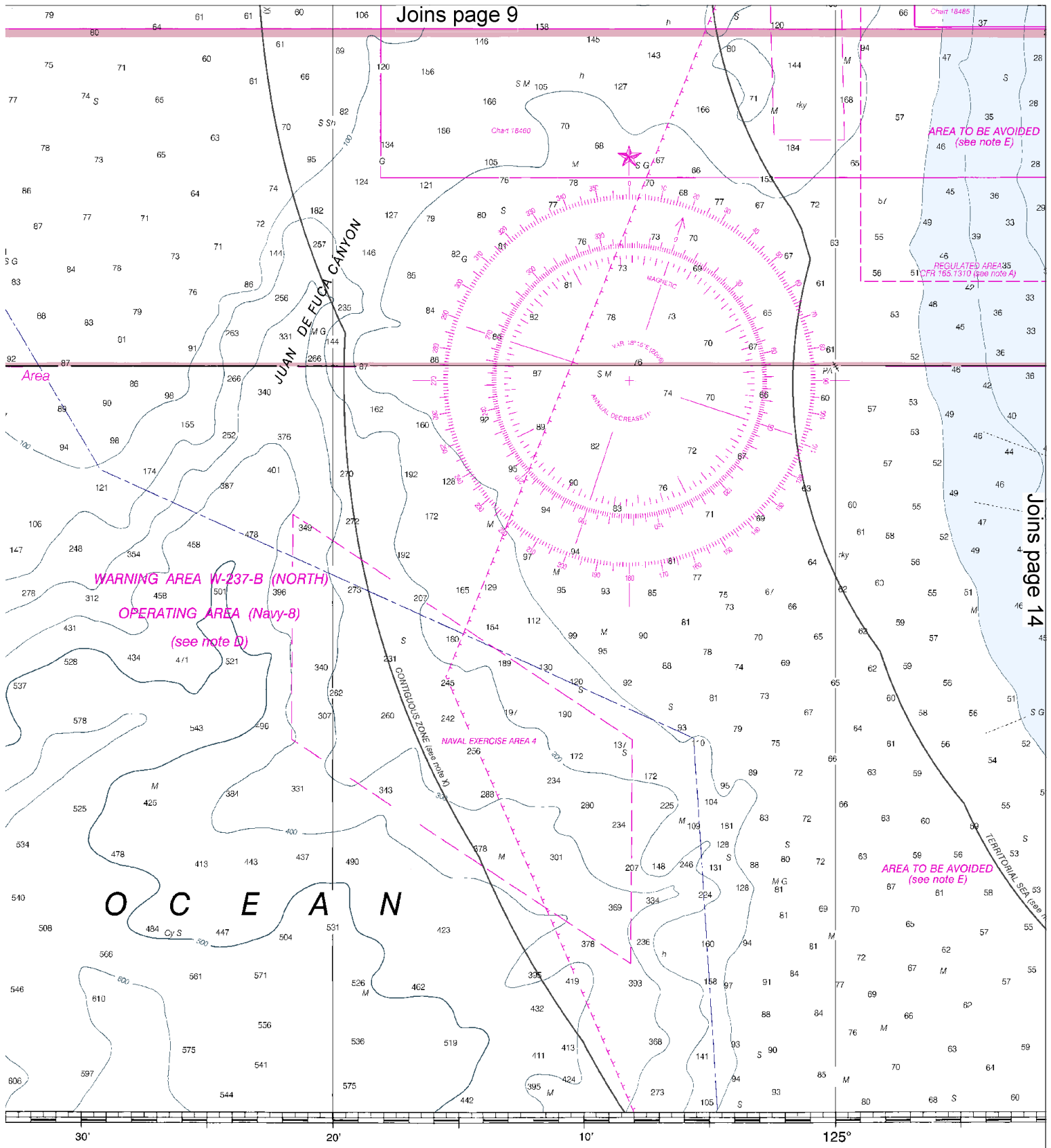
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SOUNDINGS IN FATHOMS

12

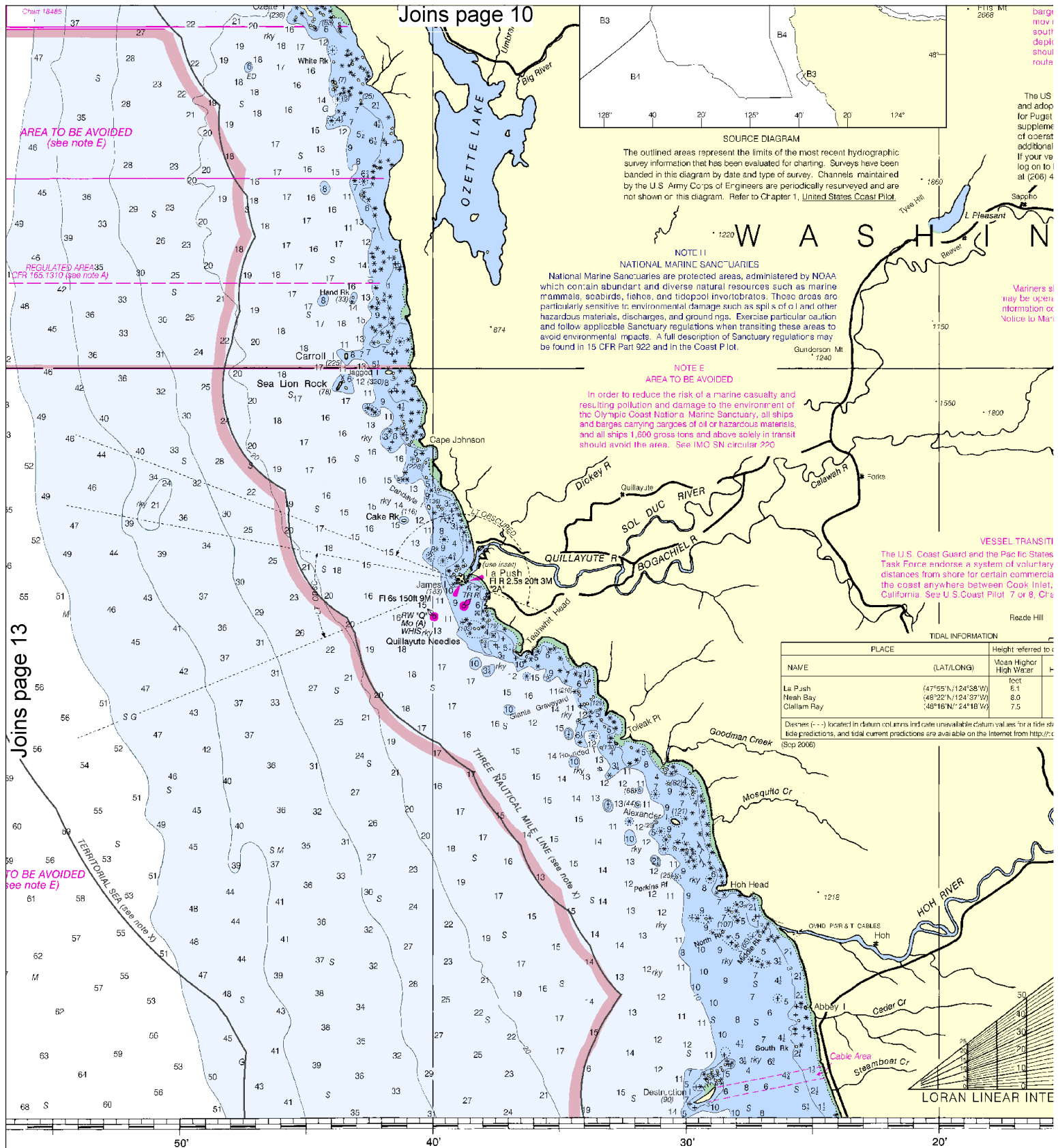




ATHOMS

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Published at Washington, D.C.  
U.S. DEPARTMENT OF COMMERCE  
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION  
NATIONAL OCEAN SERVICE  
COAST SURVEY



Printed at Washington, D.C.  
DEPARTMENT OF COMMERCE  
NAVY AND AIR FORCE ADMINISTRATION  
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION  
NATIONAL OCEAN SERVICE  
COAST SURVEY

| FATHOMS | 1 | 2  | 3  | 4  | 5  | 6  | 7  | 8  | 9  |
|---------|---|----|----|----|----|----|----|----|----|
| FEET    | 6 | 12 | 18 | 24 | 30 | 36 | 42 | 48 | 54 |
| METERS  | 1 | 2  | 3  | 4  | 5  | 6  | 7  | 8  | 9  |

Large traffic and fishing vessels pass starboard to starboard. Slower moving traffic transiting eastbound should follow the route established south of the TSS and north of the recommended two-way route line plotted on the chart. Slower moving traffic transiting westbound should follow the route established south of the recommended two-way route line.

**PUGET SOUND HARBOR SAFETY PLAN**  
 The U.S. Coast Guard and the Puget Sound Harbor Safety Committee have developed a Harbor Safety Plan that formally established a set of Standards of Care for Puget Sound and surrounding waters. These Standards of Care are intended to augment existing regulations by documenting good marine practices for a variety of situations including tug escorts, pilotage, anchoring, lightering, and provides additional information on required charts, Aids to Navigation and Emergency Response. Vessel does not already have a copy of the Puget Sound Harbor Safety Plan, to <http://www.marineexchange.com> or contact the Seattle Marine Exchange (206) 443-3830.

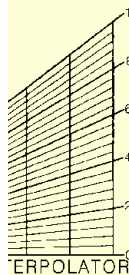
**NOTE D**  
 Vessels should use caution as military craft operating within the area. For further information consult the U.S. Coast Guard Local Notices.

**NOTES**  
 1. British Columbia Oil Spill Contingency Plan measures and minimum standards for vessels transiting along the coast of Alaska and San Diego, Chapter 3 for details.

to datum of soundings (MLLW)

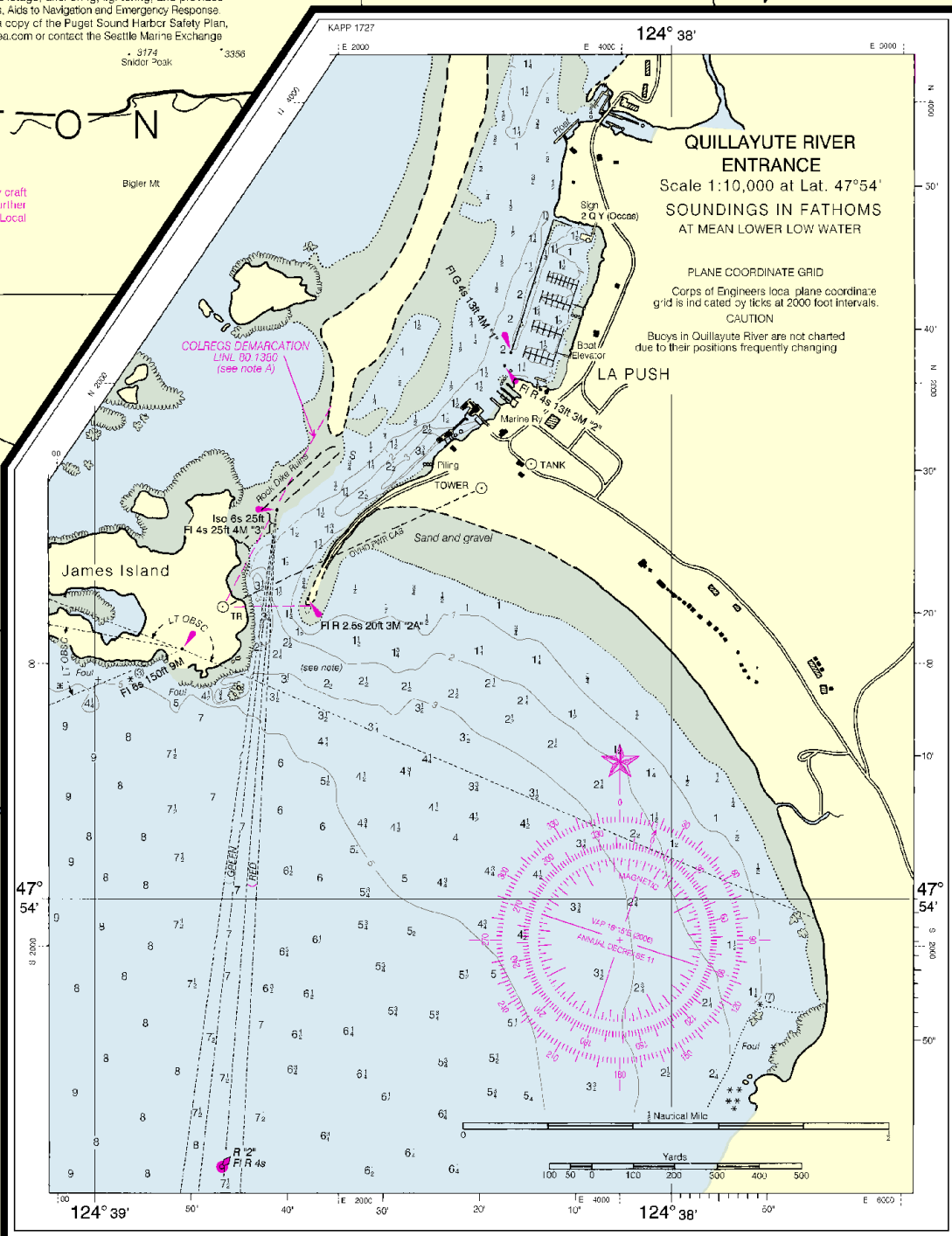
| Mean High Water | Mean Low Water |
|-----------------|----------------|
| foot            | feet           |
| 7.5             | 1.3            |
| 7.1             | 1.6            |
| 6.7             | 1.8            |

1 station. Real-time water levels, <http://tidesandcurrents.noaa.gov>.



|     |     |     |     |     |     |     |     |
|-----|-----|-----|-----|-----|-----|-----|-----|
| 10  | 11  | 12  | 13  | 14  | 15  | 16  | 17  |
| 60  | 65  | 70  | 75  | 80  | 85  | 90  | 95  |
| 100 | 110 | 120 | 130 | 140 | 150 | 160 | 170 |

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Approaches to Strait of Juan de Fuca  
 SOUNDINGS IN FATHOMS - SCALE 1:176,253

**18480**  
 LORAN-C OVERPRINTED



NSN 764201 4011492  
 NSA REFERENCE NO. 18480

## EMERGENCY INFORMATION

### VHF Marine Radio channels for use on the waterways:

**Channel 6** – Inter-ship safety communications.

**Channel 9** – Communications between boats and ship-to-coast.

**Channel 13** – Navigation purposes at bridges, locks, and harbors.

**Channel 16 – Emergency, distress and safety calls** to Coast Guard and others, and to initiate calls to other vessels. Contact the other vessel, agree to another channel, and then switch.

**Channel 22A** – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

**Channels 68, 69, 71, 72 & 78A** – Recreational boat channels.

### Distress Call Procedures

1. Make sure radio is on.
2. Select Channel 16.
3. Press/Hold the transmit button.
4. Clearly say: "MAYDAY, MAYDAY, MAYDAY."
5. Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
6. Release transmit button.
7. Wait for 10 seconds – If no response Repeat MAYDAY Call.

### **HAVE ALL PERSONS PUT ON LIFE JACKETS !!**

### Mobile Phones – Call 911 for water rescue.

**Coast Guard Search & Rescue** – 206-220-7001

**Coast Guard Port Angeles** – 360-457-4404

**Canadian Coast Guard (RCC)** – 250-363-2995

**Commercial Vessel Assistance** – 1-800-367-8222

**NOAA Weather Radio** – 162.400 MHz, 162.425 MHz, 162.450 MHz, 162.475 MHz, 162.500 MHz, 162.525 MHz, 162.550 MHz.

**Getting and Giving Help** – Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.



## NOAA CHARTING PUBLICATIONS

**Official NOAA Nautical Charts** – NOAA surveys and charts the national and territorial waters of the U.S., including the Great Lakes. We produce over 1,000 traditional nautical charts covering 3.4 million square nautical miles. Carriage of official NOAA charts is mandatory on the commercial ships that carry our commerce. They are used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters. NOAA charts are available from official chart agents listed at: [www.NauticalCharts.NOAA.gov](http://www.NauticalCharts.NOAA.gov).

**Official Print-on-Demand Nautical Charts** – These full-scale NOAA charts are updated weekly by NOAA for all Notice to Mariner corrections. They have additional information added in the margin to supplement the chart. Print-on-Demand charts meet all federal chart carriage regulations for charts and updating. Produced under a public/private partnership between NOAA and OceanGrafix, LLC, suppliers of these premium charts are listed at [www.OceanGrafix.com](http://www.OceanGrafix.com).

**Official Electronic Navigational Charts (NOAA ENC<sup>®</sup>)** – ENCs are digital files of each chart's features and their attributes for use in computer-based navigation systems. ENCs comply with standards of the International Hydrographic Organization. ENCs and their updates are available for free from NOAA at [www.NauticalCharts.NOAA.gov](http://www.NauticalCharts.NOAA.gov).

**Official Raster Navigational Charts (NOAA RNC<sup>™</sup>)** – RNCs are geo-referenced digital pictures of NOAA's charts that are suitable for use in computer-based navigation systems. RNCs comply with standards of the International Hydrographic Organization. RNCs and their updates are available for free from NOAA at [www.NauticalCharts.NOAA.gov](http://www.NauticalCharts.NOAA.gov).

**Official BookletCharts<sup>™</sup>** – BookletCharts<sup>™</sup> are reduced scale NOAA charts organized in page-sized pieces. The "Home Edition" can be downloaded from NOAA for free and printed. The Internet address is [www.NauticalCharts.gov/bookletcharts](http://www.NauticalCharts.gov/bookletcharts).

**Official PocketCharts<sup>™</sup>** – PocketCharts<sup>™</sup> are for beginning recreational boaters to use for planning and locating, but not for real navigation. Measuring a convenient 13" by 19", they have a 1/3 scale chart on one side, and safety, boating, and educational information on the reverse. They can be purchased at retail outlets and on the Internet.

**Official U.S. Coast Pilot<sup>®</sup>** – The Coast Pilots are 9 text volumes containing information important to navigators such as channel descriptions, port facilities, anchorages, bridge and cable clearances, currents, prominent features, weather, dangers, and Federal Regulations. They supplement the charts and are available from NOAA chart agents or may be downloaded for free at [www.NauticalCharts.NOAA.gov](http://www.NauticalCharts.NOAA.gov).

**Official On-Line Chart Viewer** – All NOAA nautical charts are viewable here on-line using any Internet browser. Each chart is up-to-date with the most recent Notices to Mariners. Use these on-line charts as a ready reference or planning tool. The Internet address is [www.NauticalCharts.gov/viewer](http://www.NauticalCharts.gov/viewer).

**Official Nautical Chart Catalogs** – Large format, regional catalogs are available for free from official chart agents. Page size, state catalogs are posted on the Internet and can be printed at home for free. Go to <http://NauticalCharts.NOAA.gov/mcd/ccatalogs.htm>.

**Internet Sites:** [www.NauticalCharts.NOAA.gov](http://www.NauticalCharts.NOAA.gov), [www.NOAA.gov](http://www.NOAA.gov), [www.TidesandCurrents.NOAA.gov](http://www.TidesandCurrents.NOAA.gov), [www.NOS.NOAA.gov](http://www.NOS.NOAA.gov).